#### COMMERCIAL. THURSDAY, FEB. 5, 1857. THE arrival of the Frances Palmer on Friday gave a little impetus to trade, but the transactions have been light, and confined principally to staples; the continuation of rainy weather places a damper on business. The Palmer brought a fair freight, of which flour and bread formed the greater part. Our quotations this week are necessarily limited, and we find that with one or two exceptions there is literaly no enquiry for any description of goods. FLOUR-Sales of 400 qr. sacks California, ex Palmer, at \$14 per 400 fbs. The mill is at a stand-still, awaiting the arrival of wheat from Mani; the supply in Honolulu is entirely exhausted. BREAD-Sales of about 8000 fbs navy, ex Palmer, at 8 cts. LUMBER-The demand for building purposes, and for sheathing of vessels has been larger than is usual, at this season, and the stock is greatly reduced. Three cargoes are expected to arrive within 45 days, which will furnish a large supply.

Fire Department Engine, &c., -SHINGLES-Fair supply ; jobbing at \$7 @ \$8. Charitable and Religious Societies, OATS-In demand; none in first hands. Sales of straw at Diplomatic Agents, - -11 cts per lb. Hawaiian Steam Navigation Co., CANDLES-Sales of Adamantine at 32c @ 33c. DRY GOODS-English brown sheetings sold at 81c; "Amos-United States, Atlantic side, keag" at 9le per yard; two pink prints at 10c @ 14c. United States, Pacific side, DOMESTIC PRODUCTS-Potatoes, both sweet and Irish, butter, eggs, &c., &c., have been very scarce at the market the Great Britain, past few weeks, owing to the heavy storms. At the present Hamburg, writing, there is not a pound of island butter to be had. SUGARS-Stock in hand is quite light; no change in price Fanning's Island, . Philippine Islands, FOREIGN MARKETS. Withdrawn from Bond for consumption, - - \$42,004 95 SAN FRANCISCO, TUESDAY, Dec. 30

FLOUR-Jobbing sales of 200 qr sks Fowler's self-raising \$9 50; 470 do do domestic \$7 50 to \$8 50. BARLEY -- A sale of 200 sks choice, 23c. POTATOES-370 sks sold in lots at 21; 200 do in jobbing lots, 21 to 21; 230 do inferior, 21. CORN-150 sks sold at \$2 06 c BUTTER-20 fkns choice, 35c; 50 do do, 33c. RICE-620 mats recleaned Manila and Calcutta, sold in three SUGAR-Auction sales of 300 mats Sandwich Islands, 7c;

DRIED APPLES-45 hf bbls sliced choice, 16c; 167 do do CANDLES-100 bxs Seecomb & Dennis, at auction, 242c. NAILS-100 kegs sold at \$4 07 c.

TURPENTINE-A sale of 150 cs at \$1 \$ gallon. CIDER-50 cs Carbonite Champagne, \$4 50. CIGARS-Auction sales of 500,000 Havana, at from \$25 t

LATEST	D	ΑΊ	reș,	rec	ceived:	ıt	th	is	0	Mce.
San Francisco -	-		Jan.	21	Paris -	-		-		Nov. 16
Panama, N. G.	-	-	Dec.	15	Hongkon	z -				Sep. 23

			Ships	Mails						
STREET, ST. TRANS. SHOWING THE	-	-		-	-	-	-	-	-	AN INVESTMENT
London		*	Nov. 18	Tahiti	-	-	~	•	-	Jan. 2
New York		•	" 5	Sydney	, N	. S.	W			Oct. 13
Panama, N. G.										
San Francisco -										

For San Francisco. The ship Post, now repairing, will probably be the first vessel for San Francisco, to sail about Feb. 10. For Taurri, per Hero, first fair wind. For Lahaina, per Maria to-day. For Sydney, per Hero, first fair wind. For KAUAI, per Excel, to-day or to-morrow. For Hillo, per Kamamalu, Friday.

#### PORT OF HONOLULU, H. I.

				A	RR	IV.	ALS	i,
or	full	reports	of	Wh	alers	see	Ship	1

ping List on 4th page.) Jan. 30-French corvette Eurydice, M. M. Pichon, 22 days from from Tahiti. 30-Am. bark Frances Palmer, Green, 25 days from San

Francisco, with merchandise to Williams & Co. 30-Haw bgt John Dunlap, Dudoit, 11 ds fm Hilo. 30-Sch Maria, Molteno, fm Kawaihae. 31- " Mary, Berrill, fm Kawaihae, Feb. 1-Am wh sh South Boston, Randolph, arrived in the off-

ing from Kawaihae, and sails again to-day to 1-Sch Kamamalu, 5 ds fm Hilo. Excel, Antonio, fm Kauai. 4- " Kamoi, Chadwick, 36 hours fm Lahaina.

#### DEPARTURES.

Jan. 30-Sch Kamoi, Chadwick, for Lahaina. 31- " Rialto, Taber, for Kauai. 31-Am wh bk Ocean, Norton, for Warren via Tahiti. 31-Sch John Young, Hall, for Kauai. Feb. 1-H. B. M.'s ship Havannah, Harvey, for Valparaiso.

# 3—French corvette Embuscade, Gizolme, for San Francisco

MEMORANDA. From Lahaina, we hear of the arrival, Jan. 30, of the Am wh sh Brutus, Henry, of Warren, R. I., 41 months out, clean. The French corvette Eurydice, 22 days from Tahiti, reports definite advices of the bark Gambia, so long looked for at this port. A trading packet arrived at Tahiti from Sydney, states that the Gambia had put into Sydney for repairs during Nov .that she had discharged her cargo, completed her repairs, taken in her cargo again, and lay in the harbor ready to sail for Tahiti in a day or two. Her repairs had amounted to \$5000, which had been raised on bottomry. She will be due here about March 1st. She had not been to New Caledonia, as erroneously re

From Hilo, we learn that two whalers were in that port-the bark Venice, Lester, and Phillip 1st, Sisson, both taking in Furnished as supplies to 15 national vessels, at supplies preparatory to a cruise to the North.

Captain Berrill, of sch Mary, reports : wh sh General Wil-Liams arrived at Kawaihae on the 24th January. South Boston arrived on the 26th of Jan. Sch Mary and South Boston lay at anchor in the bay during the blow. Sch Manuokawai left Kawaihae on Tuesday, the 27th, for Hilo.

#### VESSELS IN PORT.-FEB. 4.

H. I. M.'s corvette Eurydice,-M. M. Pichon. Brem. ship Post, Weigard, repairing. Chilean brig Escape, Gasso, repairing. Am clipper ship Aspasia, Green, waiting cargo oil. Hamburg brig Hero, Moeller, taking cargo.

Am. bark Frances Palmer, Green, refitting.

Ship Benjamin Tucker, Barber. | Brig Prince de Joinville, -Montpelier, Macomber. Oahu, Molde, fitting out. Barks, Harmony, Bumpus. Italy, Babcock, fitt. out.

### Coasters in Port.

Sch Kamoi, Chadwick, soon for Maui. Alice, Rye, repairing. Maria, Molteno, soon for Maui.

Mary, Berrill, soon for Fanning's Island. " Kamamalu, ---- for Hilo.

" Kamehameha IV, Gulick, for Kohala. Excel Antonio, for Kaua

Most of the above have been detained by the rainy weather

Brig John Dunlap, Dudoit, for Kona, Hawaii.

#### Vessels Expected from Foreign Ports.

American ship Raduga left Boston Nov. 10, with cargo mdze for Honolulu, to C. Brewer-due March 10. Bremen brig Kauai sailed from Bremen Oct. 8, with cargo of merchandise to Hoffschlaeger & Stapenhorst. Br. bk Gambia, from London via Tahiti, sailed April 6. Las reported at Sydney. Due here via Tahiti, March 15.

American bark Yankee, Smith, will leave San Francisco for Honolulu about Feb. 6-due about 22d. American clipper brigantine Morning Star sailed from Boston for Honolulu about Dec. 2, with merchandise for the American Mission-due April 15.

· A vessel is expected daily from Vancouver's Island; and also one from Columbia River, but we do not learn their names. A fine clipper ship, building at Liverpool, called the Kameha meha, had been chartered for Honolulu. She would sail during the Spring, consigned to R. C. Janion.

#### PASSENGERS.

From San Francisco-per Frances Palmer-Mr. Cornell, lady and 5 children, E. Burgess, J. Louzada, H. E. Robinson, Dr. Houghton, Mg. Huson and lady, Rev. E. W. Clark and lady, Mr. Schwartz, C. Wiltz, Mrs. H. E. Hutchinson, L. Andrews, L. Severance, S. Moores, Miss Mary Thurston. For Tahiri-per Ocean-Count Von Medem.

#### IMPORTS.

From San Francisco-per Frances Palmer: 46 pkgs, 2 bags, 142 cases, 1 box, 72 bbls, 1 bbl and 26 chests merchandise; 50 cases peaches, 113 bbls beef, 18 kegs brandy, 100 cs bread, 400 qr. sacks flour, 1 horse, 26 bags oats, 1 waggon, 1 pkg and 1 bag

#### EXPORTS.

For WARREN, R. I .- per Ocean: 1 cask hides, 1,717 ths tallow, 1,495 gals cocoanut oil, Melchers & Co.; 3,806 gals sp oil, 65,275 do wh oil, 17,818 lbs bone, 20 bbls slush, bk Italy; 2,260 gals whoil, 8,990 lbs bone, Hoogly; 25,514 gals whoil, sh Ben.

### MARRIED.

In Honolulu, Saturday evening, Jan. 31, by Rev. J. D. Strong, A. K. Clark, Esq., to Harrier E. Hutchinson, of Nashua, New At the Edwards Church, Northampton, Mass., by the Rev. Gordon Hall, the Rev. HIRAM BINGHAM, junr., (born at the Sand wich Islands), to MISS MINERVA CLARISSA BREWSTER, of North-

umpton, daughter of Mr. Jonathan Brewster, of that place.

#### COMMERCIAL STATISTICS.

SHOWING THE IMPORTS, EXPORTS, DUTIES AND COMMERCE OF THE SANDWICH ISLANDS, FOR THE YEAR 1856, WITH COMPAR-ISONS OF FORMER YEARS, COMPILED FROM OFFICIAL SOURCES. Value of Goods Imported from

United States, Atlantic side, 248,820 66 United States, Pacific side, -Great Britain, 238,467 65 Vancouver's Island, Australia, 70,472 8 Society Islands, Philippine Islands, Ladrone Islands, Returned Cargoes, 11,358 36 Whalers, -3,014 75 2,068 72 1,566 80 265 39 GOODS AND SPIRITS BONDED, FROM \$42,494 14 42,342 38 22,892 24 21,815 46 1.666 00 1,951 75 145,159 2 695 00 DUTIABLE. Imports at Lahaina, - \$9,538 35 \$16,727 39 Hilo, - - 3,977 05 1,898 71 Kawaihae, 452 97 208 75 Koloa, -\$18,834 85 \$13,968 37

Total Imports, 1856, \$1,151,412 99 1855, 1854, 1852, Custom House Receipts for 1856. HONOLULU. Import Duties on Goods entered at \$41,501 92 " Bonded Goods, 1,984 73 Transit Duties, Bonded Goods, 818 72 394 08 Samples, 79 00 490 00 150 00 Fines and Forfeitures, Coasting Licenses. -Fees and Perquisites, -\$113,614 22 Total Customs Receipts.

1855. 1856. \$113,614 22 \$149,250 57 412 28Waimea, Koloa, \$123,171 75 \$158,411 90 Value of Exports. Value of Foreign Goods exported, Value Domestic Products exported, - \$155,448 34 Value Domestic products furnished as - 223,550 00 378,998 34 Total Exports, 1856,

1854. 1853. 1852, Domestic Exports from Honolulu, for 1856. Pulu, 4,129 bales Salt, 4,692 bbls Sugar, 554,805 lbs Limes, 22,000 Beef, 173 bbls Molasses, 48,955 gals Coffee, 63,532 lbs Arrowroot, 9,325 lbs Pork, 12 bbls Flour, 327 bbls Ship Bread, 13,716 lbs Hides, 5,358 Fungus, 370 bales Goat Skins, 70,914 Wool, 67 bales Irish Potatoes, 189 bbls Tallow, 226 bbls Kukul Oil, 2 bbls Sweet Potatoes, 1,690 bbls. Sundries, 87 pkgs Wheat, 296 bags Grapes, 31 kegs, 3 bbls Melons, 6,828 Oranges, 175,000 Plants, 25 pkgs Coccanuts, 1,283 Squashes, 2,526 Pineapples, 1,290 Corn, 200 bags Bananas, 93 bunches

Value of Domestic Produce exported, -Also, productions of Hawaiian whalers and trading vessels, 6,297 gallons sperm oil, 148,671 gallons whale oil, 64,915 lbs whale bone, 22,863 lbs walrus teeth, 14 packages furs. Value, at Custom House rates—sperm oil, \$1 \$\psi\$ gallon: whale oil, 40 cents ₩ gallon; whale bone, 25 cents ₩ lb; walrus teeth, 10 cents # 1b, Value of Domestic Exports from Honolulu, Furnished as supplies to 122 whalers, at an average of \$875 each, Furnished as supplies to 84 merchantmen, at \$200

\$242,728 79 \$1,000 each. 15,000 00 All other ports, all vessels, cargoes and supplies Total value of exports and supplies for 1856, - \$466,278 79

Oil and Whalebone Transhipped during the Year 1856. STRING SEASON-HONOLULU.

WHALEBONE. WHALE OIL. SPERM OIL. 17,648 lbs. 3,094 gals. 340,142 gals. Bound to Havre: 16,000 lbs. 35,400 gals. FALL SEASON-HONOLULU. Bound to the United States WHALEBONE SPERM OIL. 656,645 lbs. 49,622 gals. 971,611 gals. LAHAINA. 67,978 gals. 294,440 gals. Total.-Sperm oil, 121,234 gals.; whale oil, 1,641,579 gals.

bone, 1,074,942 lbs. Vessels of War. THE NUMBER OF DIFFERENT VESSELS ONLY IS REPORTED.] BRITISH. FRENCH. OTHER YEAR. No. | Guns. No. | Guns. No. | Guns. No. | Guns. 1855, - - 1 16 1854, - - 4 50 8 | 256 | 4 | 156 5 | 148 | 5 | 168

Foreign Merchant Trade. GIVING THE NUMBER OF MERCHANT VESSELS AND TONNAGE ENTERED DURING 1856, '55 AND '54.] HAWAHAN. OTHER

AMERICAN. BRITISH. NATIONS. No Tons No Tons No Tons No Tons No Tons 832 15 5752 123 42,213 1340 11 2821 154 51,304 1856, 80 31,000 19 4,619 1855, 129 44,965 8 2,178 8 1340 11 2821 154 51,304 1854, 102 33,442 17 4,788 10 2347 19 6963 125 47,288

Whaling Vessels at the Ports of the Hawaiian Islands during the Year 1856.

HONOLULU. Inside | Outside 119 34 43 1 16 35 122 28 121 34 44 1 16 366 Totals, Spirits taken out of Bond for Consumption during the Year 1856.

10 453 1252 277 60 302 340 11 141 12 367 1011 199 71 379 7 19 1st Quarter, 12 367 1011 199 71 379 7 19 125 350 1041 145 100 70 366 15 23 90 938 2730 666 70 448 811 35 197 237 2108 6034 1287 230 891 1896 LAHAINA. 60 237 11 1st Quarter,

24 87 24 103

108 588

4th

## THE PACIFIC Commercial Advertiser.

THURSDAY, FEBRUARY 5. Ports of the Sandwich Islands.-No. 3.

called, is situated on the leeward side of the Island of Oahu, in latitude 21° 18' 23" North and 157° 48' 45" West longitude. It was discovered and surveyed in 1794 by Capt. Brown of the English ship Butter-19,683 75 worth, a north-west trader, and was first entered by be obtained at this port at short notice for voyages to the schooner Jackall, tender to the Butterworth, on the 1st day of January, 1795. The year in which dollars per month for merchant service, and a our harbor was first entered is among the most noted | hundred-and-fortieth lay for the whaling service. of its history. Capt. Brown the discoverer, together King of Oahu, was one of the actors in this tragedy, such. and that too in the murder of his ally, who was principally instrumental in defeating Keao at Kalauao, a fillibustering chief from the Island of Kanai, who as 10,000 or 12,000, caused by the influx of seamen was bent upon subduing Oahu to vassalage. Capt. and also natives from the other islands of the group. Brown, on return from his war expedition, fired a At other seasons of the year it may be as low as 7,000 salute in honor of the victory; a wad from one of his to 8,000. There are four ship chandlery stores, about guns entered the cabin window of the American sloop | twenty importing houses, and from fifty to sixty re-Lady Washington, and killed Capt. Kendrick. His tail stores, twelve hotels, nine or ten physicians, and interment, under the English burial service, is noted five printing offices. There are six church edifices, as the first at the Islands accompanied with Christian some of them very substantial specimens of archirites. The ceremony was deemed by the natives then | tecture, and capable of accommodating each from as a solemn sorcery. The grave was rifled the same 300 to 3,000 persons. The schools are numerous, night for the sake of the winding sheet. We give both for the native and foreign children, and it is this piece of history as a notable starting point or generally thought, by those most capable of judging, 6,841 14 "fixed monument," as the professionals say, in our that the advantages afforded in Honolulu for a thorsurvey of the harbor. It serves, too, in distinguishing ough education are equal to those of New England. rather vividly, the difference between the antagonism | excepting only her universities and colleges. of civilization and savagery sixty-two years ago and

the polka reunions of the races at the present day. sels at anchor in the harbor are perfectly secure at all | regularly and without confusion. seasons of the year. In the strongest southerly gales one-third of the basin or harbor proper, at the north more facinating than healthy. end, is filled with mud-a deposite from the Nuuanu

into a harbor for ships by dredging. about one mile in length, narrow and rather tortuous. Its sides are bold coral reefs and susceptible, when of their respective supporters. the wants of commerce demand it, of being converted 572,601 49 into wharf fronts the entire length on both sides to the bar, making thereby a harbor of the present the basin and channel. The depth of water on the bar is twenty-one and a half feet at low tide, which rises and falls throughout our group about two feet. width, and can be deepened with small expense, wise way. under competent direction, so as to admit the largest is such as to offer as much wharf facilities as any

of themselves for a first class city. 1500 tons can discharge or take in cargo. These wharves furnish about six hundred feet wharfage front. The government are now constructing new 16,800 00 fage will be ready for use.

wind blows over the islands about nine months of the generally stormy, and during them it is unsafe to anchor in the roads. Most of the marine disasters occurring about the islands are in December, January and for repairing ship. We are surprised that no attempt | New Zealand and Australia. February. When the trade wind prevails vessels to construct a railway has ever been carried out here. should approach the islands and run along to the The statistics which we publish to-day show the arrinorth'ard of Hawaii, Maui and Molokai, distant val of a large number of vessels, one-fifth of which from the land say fifteen or twenty miles, and come into this port for repairs. The present mode of passing through the channel between Molokai and repairing vessels is very expensive, while the repairalong the shore from Coco Head (the most eastern impracticable at present. We are assured that the point of Oahu) to Diamond Head, keeping the shore cost of a substantial railway for the present wants of two or three miles distant. The reefs extend only our commerce will not exceed \$25,000. And it would about half a mile from the shore between these be a fortune to any person or company who undertook headlands. Diamond Head is about four miles dis- it with practical knowledge of the subject. But the tant from the anchorage. Vessels wishing a pilot length to which our article has run compels as to should hoist the usual pilot signal at the fore as soon as stop here. We shall however recur to the subject the town and shipping come in sight. Skillful pilots are always in readiness, and the port is provided with a steam tug, adapted to towing vessels in and out the harbor. Her service is generally needed when the trade wind is fresh. Vessels not wishing a pilot, can pass Diamond Head about one mile distant from the shore, and head for the entrance of the harbor. The anchorage is indicated by a white iron buoy in twelve fathoms, and ships not wishing to enter the harbor can anchor anywhere near the above buoy and outside the "spar buoy" at the entrance of the channel. The trade wind always blows off shore.

The site of Honolulu is good, rising gradually from the sea to an elevation of about twenty feet. The ground is volcanic soil, with a coral rock basis-the very best foundation for building. The surrounding scenery, as oft told, is made up of everlasting green mountains and vallies. The immediate vicinity is diversified with hill and plain, susceptible of much adornment, as running water is abundant and can be led to all parts. Much has already been done to beautify the environs of our town in the shape what we shall see. The scenery of this island is throughout, and its topography such that a railroad may be constructed around it at a moderate expense,

and doubtless will be whenever it will pay. regetables and poultry, to supply the residents and shipping in port. Grazing is carried on largely and at a profit, and is the chief business of this island in

adapted to the trade, and running regularly and Cape Cod. She lay there last night through a series permanently between the islands, is yet a desid-

The town of Honolulu and shipping in port are bundantly supplied with good water, brought down in iron pipes from exhaustless sources near the mountains. 2000 barrels of domestic salt beef, about Honolulu Harbor, or Fairhaven as it was first 3000 barrels of domestic flour, equal to any imported, as well as large quantities of firewood, potatoes, pumpkins, vegetables and fruits of all kinds are annually furnished at this port to merchant and whale ships. Native as well as foreign seamen can any part of the world; wages average about fifteen

The average value of imports at Honolulu for the with Capt. Gardner of the Prince Le Boo were mur- last few years considerably exceed a million of dollars, dered by native pirates. The vessels were captured coming from every quarter of the commercial world. and taken out of the harbor round to Waikiki roads, This port seems to be a focus at which the commerce which, till then, was the principal anchorage for ves- from every point of the compass in the Pacific consels visiting Jahu, but were both retaken again by centrates. Its geographical position in relation to the seamen belonging to them. Kalanikapule, the the old and new world tends unavoidably to make it

The population of Honolulu is somewhat fluctuating; during the fall and winter season it is as high

Aside from these elements of material prosperity. there are gathered together in Honolulu many facili-The HARBOR is a deep basin in the coral reef, ties for real intellectual and social enjoyments; also through which the fresh water from the Nuuanu many other diversions, said to be enjoyments, which stream reaches the sea, capable of accommodating are not so intellectual. We have a college of physione hundred and eighty vessels in its present almost cians, an incorporated college for students, delightunimproved state. The depth of water varies from fully located at Punahou; our postal arrange-126 00 four to six and a balf fathoms. The bottom is ments with the old world are complete and corresdeep, stiff mud-the best of holding ground. Ves- pondence is carried on with all parts of the world

Under the patronizing spirit of our treaties with when the wind is directly in from the sea the harbor some foreign nations, we are forced to offer many is well protected by the reef outside of it. About amusements and attractions to visitors which are

There are three weekly and two monthly journals Valley stream. This can be converted at pleasure printed here in both the Hawaiian and English languages. They are conducted with more or less ability, The CHANNEL, which includes the outer harbor, is with a high or low moral tone, according to the editorial caliber and the intellectual and moral wants

We avoid drawing comparisons between this harbor and any of the other harbors of the Hawaiian group. Commerce, with its true instincts, always 638,395 29 | channel, which, under the mooring system, could be alights upon the best and converts it into a metropmade to accommodate a number of vessels, little sus- olis. This harbor is an exemplification of the asserpected by persons unacquainted with the real size of tion not to be disputed by those interested in the prosperity of the kingdom, and we think it would be well for all to lend their good will to make it the center of that wide commerce for which it is so favora-The bottom is sand and about one hundred yards in | bly situated and thereby benefit themselves in a

Before closing our remarks on the harbor of Honovessels affoat. The shape of the harbor and channel | lulu, perhaps we ought to allude to its wants. A | the town. LIGHT-HOUSE ought to be erected forthwith at the enharbor of its area in the world. The reefs on both trance of the harbor. The necessities of our comsides are easy of improvement and with extent enough | merce demand this improvement. The fearful disasters and losses near and at the mouth of the harbor There are five good wharves, at which vessels of for the last few years, and all for the want of one, fifty or sixty bbls. oil. During the winter months, call loudly for such a safeguard. Aside from the losses which it would be the means of preventing, it would be the greatest accommodation to vessels in piers, and it is probable that, before the end of enabling them to come in and go out at all times, twelve months, one thousand feet of additional whar- night or day. Thus saving "time, which is money," or will be as the "star of empire" approaches our This port is so easy of access, that any sailing meridian. We believe a proper light-house might be directions for it are almost superfluous. The trade built by private parties, and that ships visiting this port would consent willingly to be taxed here as well year, from March to November; during the winter as elsewhere, for this kind of insurance or safeguard; months the South and West winds prevail, and bring and that the amount of tax so levied would be nearly usually a great quantity of rain. These months are or quite sufficient to induce private parties to erect

one without delay. But a want much more felt is a marine railway From Tahiti, we understand he purposes visiting Cahu, which is about eighteen miles in width, run ing of the hull of large steamers at this port is almost friends. An article on the commerce of the Islands, and furnish some figures to show the necessity of a

#### NOTES OF THE WEEK.

ETAT MAJOR OF THE FRENCH CORVETTE EURY-

M. M. Pichon, Capitaine de Vaisseau, Commander. Riccardi, Chaplain. Pouthier, Lieutenant. Béhic, Delafolly de Lorcy, Enseigne. Petit, Purser. Dumas, 1st Surgeon. De Rasilly, Aspirant Manescau, Taillefer, Lamarque, Godin, Narcy, 2d Surgeon

We regret to learn that our worthy seamen's of cottages and trees, but it is only the beginning of Chaplain, Rev. S. C. Damon, received an attack of paralysis, on Saturday. The stroke was light, extend- formed them what he was about, and how much it picturesque, it is well watered, salubrious and fertile ing no farther than the head. It was brought on by would interfere with him. Finding it necessary after unusual mental and physical exertion during the wards, in order to complete his work, to cast off this past few months. Physicians have advised him to line, he hailed the ship three times to let them know relinquish his duties for a few weeks, and it is proba-Its productions are various, mostly tropical fruits, ble he will spend a while on one of the other islands.

Moore, sailed from Boston Monday Dec. 2nd. Passenthe agricultural line. Being the center of Hawaiian gers, Rev. H. Bingham, jr., and lady, bound to Mi- of Mr. H. J. H. Holdsworth, for casting off a line from commerce, it draws its supplies mainly from the other cronesia, and Mrs. Jackson (the lady of our worthy my ship whereby certain damage had been done for islands for consumption and shipping to foreign ports. Post Master) for this place. The vessel is a fine model, ship Magnolia by the ship General Williams, and A large fleet of coasters of every description, from built of best materials in the most substantial manner. failing my presence there or satisfactory bonds being the nonpariel clipper schooner to the sand barge, are Mr. Gordon writes to Messrs. Castle & Cooke, unemployed in this trade, leaving daily for and return- der date of Dec. 4th: "I learn this morning that the the latter alternative by making it all right with the 237 2392 7012 1314, 230 915 1983 92 494 110 ing from the other islands. One or more steamers Star came to anchor yesterday in a snow storm off gentlemanly Marshal. At the time appointed by the

gale. She is now considered safe from danger. To Captain is instructed to proceed without stopping Honolulu." From here she is expected to proceed Micronesia via the Marquesas.

No. 2.—At the Annual Meeting of Mechanic Engine Co. No. 2, held on Tuesday evening last, the following officers were re-elected for the third time. A higher compliment could not have been paid to their efficience and promptness by the Company.

Richard Gilliland, Foreman. W. B. Wright, Assistant Foreman. John S. Smithies, Secretary. J. Stewart, Treasurer.

ORDINATION.—The ordination of Edward G. Berk with, President of Oahu College, as an Evangelist took place Sabbath evening, Feb. 1st, at the For Street Church. The following was the order of exer. cises on the occasion: Prayer-By Rev. E. W. Clark.

Introductory Exercises-By Rev. L. Smith. Sermon-By Rev. B. W. Parker. Ordaining Prayer-By Rev. S. C. Damon. Right Hand of Fellowship-By Rev. J. D. Strong Charge to the Candidate-By Rev. R. Armstrone

Concluding Prayer-By Rev. A. Bishop. -Friend. Benediction-By Mr. Beckwith.

U. S. NAVAL AGENT .- We learn that Lieutenant Wm. Reynolds, U. S. N., who resided for some years on the Islands, has been appointed U. S. Naval Store keeper at Honolulu. It may not be generally known that Lieutenant Reynolds' father was for many years the law partner of James Buchanan, now President elect of the U.S. By our exchanges we learn that it is the purpose of that Government to increase its naval force in the Pacific, and this port will doubtless be more frequented by its war vessels than it has been for the past two years. Lieutenant R. and lady, and also Capt. Snow and family are expected from San Francisco by the first vessel.

The lightning, thunder and rain of the past fortnight are unprecedented. We have vainly looked for the "oldest inhabitant," but can't find any one that keeps the run of the weather as our friend Ste. phen of Nantucket does, in respect to whalers cruis ing anywhere. He is a perfect encyclopedia of facts on the subject of bowheads and blubber hunters. We are anxious to give him credit, for without his aid our whalemen's list would have looked till this about as clean as that whaler up at Hilo, which hailed "191 barrels," and gave us a sharper for reporting him 20 barrels. But about the weather: for two days and three nights the lightning was terrific. In Nuuanu Valley it is reported that a native was killed by the lightning. Several persons saw Punchbowl fort struck and the lightning dart down its precipices. The gable end of an adobe house on Beretania street, occupied by Chinamen was knocked into pi, supposed to be by lightning, but we could find no one who saw

Our neighbor Hugh McIntyre, who sells goods at the lowest figure on the corner of King and Fort sts. has placed himself at the head of the Department of Public Works, by the construction of a "bulkhead" to counteract the effects of the "rapids" which turn that corner during every freshet, and which had given the impression that his store might have been built on the sand. The "bulkhead" is within the occasional view of the Department, and may suggest an idea or two, if any improvements are ever contemplated in

The schooner Maria reports that the brigantine Haalilio, which was fitted out at Lahaina as a whaler a few weeks since, took a whale in Kalepolepo Bay, on the 24th of January, which would turn out whales are frequently seen around our islands, and we have no doubt the Haalilio will make a paying

Count Medem took passage for Tahiti on Saturday last in the ship Ocean, having spent about six weeks on the Islands, during which he visited the volcano on Hawaii, in company with Mr. C. H. Pfluger and Capt. Norton. From several very pleasant interviews with the Count, we found him a gentleman of refinement, of liberal sentiments, and well read in English and French works relating to this part of the world. He has left behind him a very favorable impression both of himself and the country he represents.

We re-issue our fifth and sixth pages this week, on which will be found a variety of foreign news and a story of a London literary, whose experience may serve as a hint to some of our bachelor as well as several communications, are crowded out.

Henolulu, 27th January, 1857. Mr. Editor,-Although from habit, I am accus-

tomed to be a good law-abiding man, yet when, as far as it lays in my power, I obey the requisitions of the law, and owing either to want of sufficient help in the office of the government official I apply to, or neg ligence on his part in attending to his duties, I am driven to the necessity of discharging them myself, in order to save my property, and if in the act, unintentional damage arises, and I have to pay the amount I think I have a good right to grumble, and I intend to do a little of it pleasantly in this communication. On my arrival, my vessel was duly moored by the

Harbor Master and remained at those moorings, until from squally weather and the number of vessels hanging to her by lines, she shifted her berth, endangering herself and two or three vessels in her vicinity She came also into close proximity to a store ship from whose owners or agents, I received notice to that effect. As soon as the weather moderated, I went the Harbor Master's office to inform him, I wished to remoor my vessel, but did not find him in. No wishing to loose the present opportunity as the weath er had an unsettled appearance, I gave my firs officer instructions to go on with the work.

While remooring, a line from the ship General Williams was made fast to our stern mooring chains in spite of the earnest objections of my mate who illthen cast it off, and finished mooring the vessel.

Some two or three days after this, I met the Marshal, W. C. Parke, Esq., and he read to me from s The new brigantine Morning Star, Capt. summons he had in his hands, that my presence was required at the Police Office to answer to the charge